

## Refine Search

### Search Results -

Terms	Documents
L2 and L29	5

Database:

US Pre-Grant Publication Full-Text Database  
US Patents Full-Text Database  
US OCR Full-Text Database  
EPO Abstracts Database  
JPO Abstracts Database  
Derwent World Patents Index  
IBM Technical Disclosure Bulletins

Search:

L30

Refine Search

Recall Text

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Interrupt

### Search History

DATE: Saturday, September 25, 2004 [Printable Copy](#) [Create Case](#)

<u>Set Name</u> side by side	<u>Query</u>	<u>Hit Count</u>	<u>Set Name</u> result set
<i>DB=PGPB,USPT,USOC,EPAB,JPAB,DWPI,TDBD; PLUR=YES; OP=OR</i>			
<u>L30</u>	l2 and L29	5	<u>L30</u>
<u>L29</u>	l6 and L28	20	<u>L29</u>
<u>L28</u>	(alert adj "c") or alert\$c	224	<u>L28</u>
<u>L27</u>	l14 and L26	1	<u>L27</u>
<u>L26</u>	l1 and L25	34	<u>L26</u>
<u>L25</u>	l6 and L24	46157	<u>L25</u>
<u>L24</u>	alert c	13962667	<u>L24</u>
<u>L23</u>	filter\$ and L18	0	<u>L23</u>
<u>L22</u>	match\$3 and l18	0	<u>L22</u>
<u>L21</u>	code and l18	1	<u>L21</u>
<u>L20</u>	l18 and L19	0	<u>L20</u>
<u>L19</u>	id\$	1740218	<u>L19</u>
<u>L18</u>	6115667.pn.	2	<u>L18</u>
<u>L17</u>	l15 and L16	17	<u>L17</u>

<u>L16</u>	plurality	3432251	<u>L16</u>
<u>L15</u>	l13 and L14	22	<u>L15</u>
<u>L14</u>	service adj area	15573	<u>L14</u>
<u>L13</u>	l9 and L12	73	<u>L13</u>
<u>L12</u>	l2 and L11	116	<u>L12</u>
<u>L11</u>	traffic adj message	959	<u>L11</u>
<u>L10</u>	l8 and L9	1	<u>L10</u>
<u>L9</u>	broadcast	143522	<u>L9</u>
<u>L8</u>	l4 and L7	2	<u>L8</u>
<u>L7</u>	l1 and L6	34	<u>L7</u>
<u>L6</u>	navigation	89133	<u>L6</u>
<u>L5</u>	l3 and L4	8	<u>L5</u>
<u>L4</u>	metro\$	37644	<u>L4</u>
<u>L3</u>	l1 and L2	85	<u>L3</u>
<u>L2</u>	congestion	30923	<u>L2</u>
<u>L1</u>	traffic near delivery	261	<u>L1</u>

END OF SEARCH HISTORY

## Refine Search

### Search Results -

Terms	Documents
L3 and L4	8

Database:

US Pre-Grant Publication Full-Text Database  
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Search:

L5

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### Search History

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Set Name  
side by side

Query

Hit Count

Set Name  
result set

*DB=PGPB,USPT,USOC,EPAB,JPAB,DWPI,TDBD; PLUR=YES; OP=OR*

<u>L5</u>	l3 and L4	8	<u>L5</u>
<u>L4</u>	metro\$	37644	<u>L4</u>
<u>L3</u>	l1 and L2	85	<u>L3</u>
<u>L2</u>	congestion	30923	<u>L2</u>
<u>L1</u>	traffic near delivery	261	<u>L1</u>

END OF SEARCH HISTORY

## Refine Search

### Search Results -

Terms	Documents
L13 and L14	22

Database:

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Search:

L15

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<u>Set Name</u> side by side	<u>Query</u>	<u>Hit Count</u>	<u>Set Name</u> result set
<i>DB=PGPB,USPT,USOC,EPAB,JPAB,DWPI,TDBD; PLUR=YES; OP=OR</i>			
<u>L15</u>	l13 and L14	22	<u>L15</u>
<u>L14</u>	service adj area	15573	<u>L14</u>
<u>L13</u>	19 and L12	73	<u>L13</u>
<u>L12</u>	12 and L11	116	<u>L12</u>
<u>L11</u>	traffic adj message	959	<u>L11</u>
<u>L10</u>	18 and L9	1	<u>L10</u>
<u>L9</u>	broadcast	143522	<u>L9</u>
<u>L8</u>	14 and L7	2	<u>L8</u>
<u>L7</u>	11 and L6	34	<u>L7</u>
<u>L6</u>	navigation	89133	<u>L6</u>
<u>L5</u>	13 and L4	8	<u>L5</u>
<u>L4</u>	metro\$	37644	<u>L4</u>
<u>L3</u>	11 and L2	85	<u>L3</u>
<u>L2</u>	congestion	30923	<u>L2</u>

L1 traffic near delivery

261 L1

END OF SEARCH HISTORY



L30: Entry 4 of 5

File: USPT

Nov 5, 2002

DOCUMENT-IDENTIFIER: US 6477459 B1

TITLE: Method for informing motor vehicle drivers

Brief Summary Text (5):

The configuration and the encoding of such traffic messages are established in CEN ENV 12313-1 which is based on the proposed standard ALERT C, November 1990, published by RDS ATT ALERT Consortium. The essential elements of a traffic message are the location of the event and the event itself. This information is cataloged, i.e, a unique code is assigned to every traffic-relevant location and every traffic-relevant event. The chaining of the locations in a location database along existing roads reproduces the course. Aside from the customary equipment of a receiver with an RDS decoder, devices for decoding, storage, further processing and output of the traffic messages are required for utilization of the TMC (Traffic Message Channel).

Brief Summary Text (12):

Various time stamps as such can be provided for the method according to the present invention which, for example, start at a time  $t=0$  when the first traffic congestion message relating to an event is received. In the method according to the present invention, however, it is altogether advantageous if the time stamp is the particular clock time.

Brief Summary Text (16):

In navigation devices with automatic route search, a resistance value is assigned to the individual roads. In the method according to the present invention, the time duration information as well as the change of the extent are suitable for use as a resistance value for a route search.

Detailed Description Text (2):

In the table according to FIG. 1, it is assumed that a new message with the content "5 km traffic jam on Ax between . . . and . . . " is received and provided with the time stamp TST=12:00 p.m. In this connection Ax signifies a road number. The dots stand for locations on the road, connecting points of an expressway in particular. This message was updated twice, specifically at 12:25 p.m. and at 12:50 p.m. and in each case was identified as an update message according to ALERT C-Standard. The time stamp is then retained because the newly arrived message is an update message. Upon arrival, the trend "unchanged" is derived from the non-changing quantity (extent) of the traffic jam and is displayed in a suitable manner. If, for example, a message is to be output at 1:05 p.m., it is evident from the time stamp that the message has already been present for an hour and five minutes; however, the traffic jam is not becoming longer.